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PARTIAL PANEL

Recently, during an examiner seminar several examiners clearly voiced their opinion as to the validity of requiring an applicant to be tested on a partial panel non-precision approach without radar assistance. They took the position that the possibility of an instrument pilot ever facing this type of situation was extremely far fetched, so why test.

The FAA agrees that a non-precision partial panel approach is difficult and so states on page 12 in the instrument PTS. However, the theory is and always will be that if the applicant can deal with the worst case scenario, then receiving radar vectors to intercept the localizer for the ILS should and would be a piece of cake, in comparison. Remember, this is a required task on the test.

Now, if you want a scenario that is far fetched, try this one: "A partial panel approach will never be necessary, and radar assistance is always available".

DPE LIST ON THE INTERNET

In the past AFS-600 has had a DPE List on it's website that listed all the DPE's around the country. This used to be based on a list made from the DPE registration form submitted by DPE's attending the Seminar's. By the time you read this article the new version of the DPE listing will be on the AFS-600 website. This list is based

on the DPE's information that is provided to their supervising FSDO. The supervising FSDO places the examiners name, address and telephone number in the National Vital Information System(NVIS). The website now goes to NVIS to retrieve the requested examiner's information. Some of the examiners list their home address and telephone number. This means the public can now have access to this information. What to do? If a DPE wants to change the information that will be available to the public you must go to your supervising FSDO and have them change the information that is on the NVIS. Do not contact AFS-600 to have this changed.

If you have any recommendations to improve the AFS-600 website send an e-mail to <Ruth.J.Miller@faa.gov>

PTS CHANGES ARE COMING

Pilot applicants, flight instructors, and DPE's can anticipate revised Private, Commercial, and Flight Instructor Practical Test Standards this Summer. Revisions have been made by the Airman Testing Standards Branch, AFS 630, and are awaiting final approval before publication. The Private Pilot PTS and the Commercial Pilot PTS for airplane category will each consist of two sections. Section one will contain the Areas of Operation and associated tasks for Airplane Single-Engine Land and Sea, and section two will contain the Areas of Operation and associated tasks for Airplane Multiengine Land and Sea. Every attempt has been made to remove dissimilar phraseology between like tasks/elements in each of the PTSs. For example: Area Of Operation IV in both the Private ASEL/AMEL and Commercial Pilot ASEL/AMES Practical Test Standards is "Takeoffs, Landings, and Go Arouns." Task D in this AOA is: "normal and crosswind takeoff and climb." The construction of this task and the terminology used will (except for the different **standards** required for Private and Commercial) will be the same in both PTSs. This will alleviate any actual or perceived contradictions/disparities between tasks/elements common to both private and commercial PTSs. Individual tasks have been further streamlined by eliminating unnecessary task elements. This is in keeping with the FAA's position that the practical test standard book is a **testing** document rather than a **teaching** document. Information on how to perform a particular maneuver/procedure is contained in the appropriate reference documents, such as FAA-H-8083-3, "Airplane Flying Handbook". The PTS on the other hand contains the **standard** to which the maneuver/procedure is to be performed. The Flight Instructor Practical Test Standard has also been revised. The revisions to this PTS were made to insure that the tasks/elements in the Private and Commercial Practical Test Standards coincide with the Flight Instructor requirements.

The "introduction" section is an important part of each practical test standard, and contains information vital to applicants, flight instructors, and DPE's. The introduction section in each PTS has been revised to clarify and update current FAA policy in such areas as:

- the use of new and revised additional rating task tables;
- removal of "Limited to Center Thrust" limitations;
- special emphasis areas;
- aircraft and equipment required for the practical test;
- examiner responsibilities;
- simulated engine failure procedures on multiengine practical tests;
- incomplete or outcome uncertain tasks; and
- unsatisfactory performance;

The revised Private and Commercial Airplane and Flight Instructor Practical Test Standards are now located on the AFS-600 website. <<http://afs600.faa.gov>> Look under AFS-630 and Practical Test Standards. These documents become effective August 1, 2002.

IS YOUR PTS CURRENT?

When was the last time you were on the AFS-600 website to check if all your PTS's are current? I received a telephone call yesterday asking a question about a PTS. The person was unaware that there has been two changes to the Instrument PTS. Listed below are the PTS's and the dates of their changes.

FAA-S-8081-4C, Instrument Rating Practical Test Standards

Change 1: 12/9/98; **Change 2:** 3/11/99

FAA-S-8081-5D, Airline Transport Pilot and Aircraft Type Rating Practical Test Standards for Airplane

Change 1: 2/07/01

FAA-S-8081-6A, Flight Instructor Practical Test Standards for Airplane

Change 1: 7/20/97

FAA-S-8081-12A, Commercial Pilot Practical Test Standards for Airplane

Change 1: 4/28/97; **Change 2:** 8/15/97; **Change 3:** 12/4/97

FAA-S-8081-14, Private Pilot Practical Test Standards for Airplane

Change 1: 4/28/97

FAA-S-8081-15, Private Pilot Practical Test Standards for Rotorcraft

Change 1: 4/28/97; **Change 2:** 5/21/97

FAA-S-8081-16, Commercial Pilot Practical Test Standards for Rotorcraft

Change 1: 3/1/96

Remember the only way to view the PTS change is to download the specific PTS you are interested in.

MESSAGE FROM AFS-1

Subject: Information Airmen Certificate Numbers

To All Flight Standards Offices:

Recent security and identity concerns have resulted in a review of our policies concerning the use of Social Security Numbers (SSN) as airmen certificates numbers. As a result of this review, the following policies will be implemented on June 1, 2002:

1. All original airmen certificates will be issued with a unique certificate number . This unique number will be assigned by the Airmen Certification Branch (AFS-760) during the processing of the airman file. The airman's SSN shall still be collected on the Airman Certificate and/or Rating Application, but the word PENDING shall be placed in the certificate number block of the temporary certificate. The airman shall be told that the FAA will not use his/her SSN as a certificate number. If the airman does not wish to provide his/her SSN to the FAA, the words DO NOT USE shall be placed in the SSN block of the application.
2. Airmen certificates presently using the SSN as a certificate number will continue to be issued with that number unless the airman requests a unique number. If the airman requests a unique number, when applying for a certificate and/or rating, the word PENDING shall be placed in the certificate number block of the temporary certificate.

All applications for airmen certificates dated on or after June 1, 2002, shall be processed in the above manner.

Director, Flight Standards Service, AFS-1

Message from Airman Certification Branch (AFS-760)

"The Airmen Certification Branch, AFS-760, is receiving some electronic versions of the FAA application form 8710-1 which are unacceptable. This form is a legal document and must be microfilmed as a part of the airman's permanent record. If the form is not legible, the font is too small for microfilming, or it does not match the format of the official version of the 8710-1 form, it cannot be accepted.

Please pay close attention to the format, the font, and the official DOT seal on copies furnished to you before you complete the practical test information on the Designated Examiner's report.

Applicants who want to use an electronic version or do not have access to the printed form can obtain an excellent electronic version from the AFS-600 web site at <http://afs600.faa.gov>. The directions for using the form are clear and when followed produce a very good copy."